### MEWS SUMMARY.

-Yesterday afternoon a boy named William Storling, aged eleven years, was drowned at Vine street wharf. The body was recovered,

and the Coroner held an inquest. -About 3 o'clock yesterday afternoon a frame stable, situated on Second street, above York, was partially destroyed by fire. The loss will

be about \$400. -The Commissioners of Fairmount Park are about consummating a plan whereby vehicles will be furnished to carry passengers from the entrance of the park to George's Hill.

Domestic Affeirs. -Gold closed yesterday at 180,

-A convict escaped from Sing Sing yesterday. -President Grant arrived at Fortress Monroe

Several New York singing societies are at Richmond, Va. -The floods in Texas have destroyed the

crops in Gonzales county. A number of convicts at Sing Sing refuse to work, and a rebellion is feared.

-The Gray Reserves arrived at Cape Island yesterday, and received a gratifying reception.

The excursion party of commercial gentlemen of Chicago reached Sacramento on Thurs-

-There were a number of post office removals and appointments made yesterday for Penu-

Melville Shears, of Michigan, and John Duyer, of Maryland, were killed by a railroad accident on the Union Pacific, near Rodney.

—A meeting of New Hampshire publishers, editors, and printers was held yesterday at Plymouth, New Hampshire.

-The Sheriff at Pleasant Valley, N. Y., is resisted in attaching property, and troops have been sent to his assistance. -A tornado damaged residences and crops at

Lexington, Missouri, on June 26. A newspaper office was wrecked. President Grant is expected to arrive at Cape

Island to-day, and will remain until Monday night, to attend the Gray Reserves' ball. -A German singing society gave a little con-cert on their own account in the East Room of the White House, yesterday, while visiting that

-The Apache Indians in New Mexico have contracted the habit of robbing the mails for the sake of the bags. The letters are scattered over Two freight trains on the Chicago, Rock

Island, and Pacific Ralfroad collided near Peru yesterday. Twenty cars and both engines were smashed up, but no lives were lost. —A portion of the 8th United States Cavalry, near Wickesburg, Arizona, a few days ago, attacked a band of Indians and defeated them, killing nine of the savages. One soldier was seriously wounded.

Foreign Affairs.

-The rebels have burned eighteen houses near Arrago Blanco.

—Echavarria, the President of the Havana Railroad, has been sent to Spain under arrest.

-John Bright has joined the Atheneum

The people are holding meetings in support of the House of Commons in various parts of Great Britain.

-In the Orange and Catholic disturbances at Lurgan, Ireland, three Catholics were seriously

-The Reform League threaten to hold a demonstration of indignation at the course of the House of Lords with reference to the Irish Church bill.

## CAPE MAY.

The all-absorbing topic during this season seems to be the heat and the determination of the thermometer to reach a most unusually uncomfortable altitude. "Ninety-eight" in the shade is about able altitude. "Ninety-eight" in the shade is about the thermometrical figure in the latitude of Philadelphia, but down in Georgia, we understand, the heat has been of such a character as to make an clongation of the thermometer necessary to show the delightful temperature in which the reconstructed are doing penance for their share in our "late onpleasantness." Thank Heaven! we of the North have not yet been subjected to such a purga-torial state of existence, although as we write this the air surrounding us seems to have about as much itality in it as that believed to prevail in the 'region utter darkness,

In such a state of sweating, steaming, superheated existence, how like a boon of the most giganile proportions seem such delectable places as gigantic proportions seem such delectable places as Cape May, Atlantic City, or that New Yorker's paradise, Long Branch! And how thankful should we be that with the facilities, now afforded us, we can in a few short hours be at either place, far away from the excessive heat, and the no less excessive filth and discomforts of our once clean and pleasant city. Hie away, then, ye who can do so, and drink in with the ocean's breath, or the mountains lavigorating breeze, the life and health and buoyancy that your close proximity to brick and mortar, and your wearying midsummer existence, are fast depriving wearying midsummer existence, are fast depriving you of. Leave! Tarry not, but go! Throw away all thought of business, and think only of the best and most rational means of building up the weak-ened frame, and of obtaining that mental recreation which the cares of life and the demands of trade or business make so imperatively necessary. Health and the happiness that springs from her re-splendent bounties are on the one side; sickness, de-bility, and their attendant evils on the other. Choose billy, and their actions and the state of the construction of the spent in visiting them.

spent in visiting them.

Atlantic City, with its splendid, constant, and invigorating sea-breeze, its fine bathing and matchiess fishing, we have already spoken of in detail in The Telegraph; and now we purpose saying a few words of Cape May, although to say anything new of the place would be almost impossible.

of the place would be almost impossible.

Cape May has one advantage over Atlantic City—
that of years, the former being known and visited as
a watering-place for the last half century; the latter
for about one-fourth that period. The narrow, confor about one-fourth that period. The narrow, con-tracted site of the town, however, detracts much from it as a summer resort, and in this particular Atlantic is far ahead of it. A spirit of enterprise, however, has lately developed itself, and many of the streets and sidewalks have been widened and re-graded, and to the extent that the work has been done has the place been made more slightly and has the place been made more sightly and more comfortable.

Many fine cottages have been erected since last season, an additional church purup, and, last, but not least by any means, the great Stockton Hotel has been commenced and dushed. Aladdia like, within the short space of six months. The Stockton is estainly a magnificent structure, and those who con rainly a magnificent structure, and those who consign themseves to its keeping are treated with princely hospitality. We fully described it at about the time of its completion, and it is unnecessary now to go over the ground again. It will accommodate 1000 guests comfortably, and is not surpassed in its appointments or the style of its management and general arrangements by any hotel in the country. Mr. Gardner, its affable and efficient host, is a Naroleon among hotel proprietors, and no better or Mr. Gardner, its affable and edicient host, is a Napoleon among hotel proprietors, and no better or more able hands than his could possibly have been selected to confide the destinies of such a gigantic and splendid establishment to. The number of cottagers residing on the island this summer is unusually large—150 cottages having been leased for the season, at an average occupancy of six persons to each, or about 900 all told.

each, or about 900 all told.

Among the latest additions to the finer buildings of that description are Warne's Model Cottages, erected last fall, and delightfully located opposite the Stockton Hotel. They are splendidly constructed, with every convenience, and are very handsomely furnished. They have been leased by Mr. H. W. Fawcett, who has made of them a stopping-place that is refined and elegant in all its arrangements, and thoroughly first-class in every particular.

The old and favorite Columbia House, so signally successful under the lesseeship of the popular Botton, has also feit the inspiration of improvement extensive additions and improvements having open

corp. has also felt the inspiration of improvements having been made in it, which have given in reased comfort to its guests, and afforded increased facilities for their accommodation. It fully maintains its reputation as one of the best note is to be found anywhere, and as long as Mr. Botton and his genial assistant, Mr. J. H. Dennison, remain at its head, that reputation mast endure. The Ocean House, so long a sort of orsheot for Congress Hail, has been leased by Mosars, Lycett & Sawyer, who have so morrowed and beauti-Lycett & Sawyer, who have so improved and beauti-fied it as to hardly be recognizable. It has been thoroughly refurnished and renovated and, with the capable management of those gentlemen, thus far this season has been a great success. It is delight. capable management of those gentlemen, thus far this season has been a great success. It is delightfully located within fifty yards of the beach, and is, withal, one of the best and most pleasant hotels at Cape May. Congress Hall, although not having caught the fever for improvement that has of late pervaded the island, nevertheless looks as inviting as ever, and will be found every way as deserving of first-class patronage as ever. Mr. Cake still presides over its destinies, with his

usual tact and ability. One of the most striking hotel improvements since the close of last season is that made in McMakin's old and favorite Atlande. Since the denise of Captain Benjamin McMakin, its former widely-esteemed and highly-respected pro-prietor, it has been leased by his son, Mr. John McMakin, who has introduced into it entire new far niture, a new system of management, ground-floo tooms for invalids, a free conveyance between not cars, and steamers, and a number of other imprives ments, which have made it one of the best arranged and best constructed hotels now at Cape May. A new hotel built since inst season is Carr's Cottage, on Jacks m street, of which Mr. Francis Carr, of West Philadelphia, is the proprietor. It is a handsome structure, well furnished, and is a very arrangle structure, well furnished, and is a very agreeable stopping-place. The genial host of the Merchants' Hotel, Mr. Wm. Mason, has also been refitting, and his bijon of a house looks more charming and inviting than ever it is an excellent hotel, and those who enjoy is It is an excellent hotel, and those who enjoy as hespitalities are unanimous in praise of its good table and fine management. Mr. Garrettson is still lessee of National Hall—a quiet, well-ordered institution very popular with families. Among the best of what are termed Cottage Hotels is the Philadelphia House, so admirably kept by Mrs. Crimith of Chestnut street, Philadelphia. Its splendid location, with its abundance of cod refreshing shade, its excellent management, and the antiring exertions of its popular had ment, and the untiring exertions of its popular host-ess, have given it so great a popularity that Mrs. Griffith will increase it to double its present capacity next season.

For good private boarding the Franklin House, now in the occupancy of Mrs. H. W. Garden, can be recommended. It is pleasantly located, and a resince and elegant patronage is extended to it.

Clifford & Co.'s well-kept Sherman House, with its large airy rooms, its spring beds, and its very moderate terms, is dispersively for the commendation. rate terms—is doing a thriving business this season a deserved return for the outlay of the proprietor and the exertions they make for the comfort of their guests. A new first-class private boarding-house has been opened by Mrs. E. Parkinson Jones, called Parkinson Hial, on Hughes street. The house is delightfully located and commanis a full view of the Stockton Hotel and the ocean. These who partake of the hospitality of Parkinson Hall cannot but be pleased with the establishment One of the hest located hotels at Cape May is Mr. Humphrey Hughes' Tremont House, corner of Humphrey Hughes' Tremont House, corner of Franklin and Washington streets, and it enjoys an Franklin and Washington streets, and it enjoys an extensive and highly respectable patromage. Its excellent cularine and good management have made it a very popular and pleasant stopping place. A new and decided attraction at Cape May since last season is Mr. H. W. Fawcett's Sewell's Point2Fish House, at Cold Spring fulet. Pleasure and fishing boats and lishing tackle can be had there, and the inner man regaled with all that is good in the way of edibles and biblibles. The Fish House is an institution that was long needed at the point; is admirably kept, and is receiving an extensive natromage. s receiving an extensive patronage,

The sheriff has made the acquaintance of the R tee Course and the extensive farm connected with it, opened under such favorable auspices last season at Diamond Beach. It was a highly attractive feature in Cape May life last year, and we hope it may not be altogether closed to the public. There are several thousand visitors on the island, and their number will be doubled if the present "heated term" should con-A great desideratum has been supplied this season A great desideratum has been supplied this season in the establishment of a first-class Restaurant a la Carte, by the celebrated Philadelphia restaurateur, Mr. Adolphe Proskauer. The establishment is very inviting in appearance, and is located on the corner of Washington and Jackson streets. Thus far it has

## BREST.

been a great and deserved success,

Its Harber, Defenses, and Naval Depots. A special correspondent of the London Herald writes an interesting letter from the French naval port of Brest, from which we take the following:-

THE HARBOR AND ROADSTEAD, An ordinary map gives very little idea of the natural strength of the port of Brest. The northern point is marked by the lighthouse of St. Mathieux, whence the shore runs in an irregular line, marked by slaty rocks of no great height but of very great ruggedness, to Point de Minou, from which the cable starts, and the lighthouse on which is due

east of the Phare St. Mathieux. The southern point is the lighthouse of Toulinguet, on the peninsula of Camaret; and hence to the battery called Quelern des Capucines the coast line is very irregular, and the precipices are somewhat higher than on the opposite coast, Inside the Menou and Quelern gullet the water expands into one of the most magnificent roadsteads in the world, which runs in two arms, one due east, about thirteen miles in length by perhaps three in width, and the other seven and a half miles long and two

and a half wide. There is deep water for the largest men-of-war almost anywhere in this road, which affords, or rather used to afford, shelter from the fury alike of the elements and of man. On the north side of the road lies the town of Brest, with a creek about one hundred and twenty yards in width, running north northwest, and dividing the place into two unequal parts, that on the west being devoted almost exclusively to military works; some of which also lie on the bank on the east of the creek, known as the Penfield. wherein fifty three-deckers could find plenty of room, for it is more than two miles in length, with ten or twelve fathoms of water throughout. The commercial port lies to the east of the entrance to the Penfield, and affords every facility for shipping at most stages of the tide, and for loading and unloading at all times. The quays are wel built; the warehouses would be more nume rous if there were more goods to be put in them, and a branch of the railway runs alongside the vessels.

The fortifications are all, judged by the present state of military science, very poor.
There is not a fort about Brest that would stand as much battering from modern guns as an ordinary martello tower. The masonry is chiefly rubble work faced with cut stone. and the mortar in many cases appears hardly strong enough to hold the stones together. The batteries might have been very great things in the time of Louis XIV, who built the arsenal, or even of the first Napoleon; but half a dozen gunboats with six ton guns would give a very speedy account of them now. The guns, too, except in one place, are only old thirty-twos and eighteens, or the corresponding French sizes, and I should like to be in shelter of a casemate even if the

bulk of them were only to fire a salute. In another point Brest is at present very weak. The magazine, said to contain fifty thousand tons of powder, is absolutely within range of the shells of a gunboat, which need not even expose itself to danger in attacking the store-house that, if fired, would clear half Finisterre of everything living. It is situated on the He des Morts, lying in the road about four hundred yards from the shore of the peninsula of Camaret, which is here only about fifteen hundred metres across. By taking the bearings on a chart, then a gun boat possessing the means of throwing shell a distance of two thousand yards over the not very high peninsula would rain the most western department of France. This danger will now be avoided by the construction of a bomb-proof magazine nearly ten miles up the southern arm of Brest roads, in a small shal-tered bay, where the ground is admirably fit-

ted for the purpose.

TRAINING SHIPS. In the road lie two or three training vessels. which it is a rare treat to visit. The chief of them is named the Inflexible, a ship for boys who are neither guilty of crime nor of pauperism, nor of anything but that they are the ons of men who have served their country. To have a claim to place his son on board this ship is one of the prizes offered for good conduct to a French sailor. The father is relieved of the expense of maintaining his child when the latter is as little as two or three years old. Then he is sent to an establishment on shore until he attains the age of eight or ten, when he is shifted affeat. A great proportion of the

ceive a thorough training, both as seam in and as citizens. They are taught to read and write well, not merely to stumble through an easy page and to scrawl illegible caligraphy; they learn how to knot and reef and steer; they make for the navy splices and eyes and hammocks, for themselves clothes and furaiture; they go regularly through a course of gymnastic instruction; they learn how to work great guns and how to use small arms, until, at the end of their training, they go out as accomplished sailors, having, before they are drafted, at the age of fifteen, put all their theoretical knowledge into practice on board gun brigs.

DOCK-YARDS, ARSENALS, AND WARESQUIRES. On the left of the entrance to the Pentield or military port are the slaughter-houses and bakeries for the French navy, which is supplied with "soft tack" while in port, but which has to make the best of excellent biscuit when on a cruise. The machinery is very much the same as that in operation at the Gosport Yard, every biscuit being marked with the word "Brest" and the yard of its manufacture by the same cylinder which cuts it from the sheet of paste. These biscuits, ormerly baked by fires of wood, are now to be hardened in new ovens heated by coal, which is fetched for every military purpose all the way by rail from the Loire or the Nord, hat French industry may be encouraged. The coal depot is just opposite the bakery and under the shadow of the old castle, which s very picturesque and very weak. North of the chateau is the mast yard, and a little urther on the visitor comes to a fine swivel bridge which crosses the Penfield at a very high level, and opens in the middle to allow any man-of-war to sail in. Below this is a bridge of boats, and here is the entrance to the dock-yard proper. On the right are the warehouses and manufactories for sails and ropes, and behind these the old Bagne, which is still in existence, though for some years there have been no forcats at Brest. Further on are the chain and anchor stores and another coal depot. On the opposite sides are various workshops, notably that of the marine engineers, and all around on the heights are the barracks of various corp d'armee and of the marine, On the left of the high bridge are the ateliers of the artillery. The bores of the guns for use on board ironclads are 27 centimetres (10.63 inches), and 16 centimetres (6.299 inches), All the guns for ship and dock-yard defense are of cast iron with steel rings on the breech, by which every variety of them is loaded, but the biggest of them is of no use against a 6-inch iron plate at a distance of more than one thousand yards,

A Cry from California.

"WHY DON'T THE LABORERS COME?" The San Francisco Bulletin of July 2 has

the following:-"If some of those agricultural laborers who toil fourteen hours a day, on an average, summer and winter for six shillings (\$1.50) to nine shillings (\$2.25) a week and their board, could read in the report of the Labor Exchange this item: - 'Farm laborers \$1 (four shillings) per day, or \$30, gold (six pounds) per month, and found, in winter, and \$2 eight shillings) per day, or \$40 to \$50 (eight to ten pounds) per month, and found, in summer,' their desire for California would be like that of the Israelites for the promised land. The fact is, labor, common labor, is better paid in this country than young clerks are in banks and merchants' offices in England. Strangest of all, that while in most mercantile cities for one vacancy in an office there are 50 to 100 applicants, even at the above high wages for agricultural laborers. only 1762 men could be found, though 2286

were asked for. "If it could be published through the length and breadth of Ireland that within the past twelve months one agency in San Francisco has found employment at every occupation known in civilized countries (some special manufactures excepted) for 6198 Irishmen and 3101 Irish women, in all 9299 persons, at wages, for men, running from \$25 (five pounds) a month, with board, and in some skilled trades to \$5 (one pound) a day, with out board; and for the women, at from \$20 (four pounds) a month for seamstresses, to \$40 (eight pounds) a month, with board, for cooks, three-fourths of the whole nation would make it the object of their life to save up the £16 to £20 necessary for their transportation to this happy land.

# MARINE TELEGRAPH.

For additional Marine News see First Page. ALMANAC FOR PHILADELPHIA-THIS DAY. SUN RISES. 4'43 MOON SETS. 0'15 SUN SETS. 7'29 HIGH WATER. 8'23

PHILADELPHIA BOARD OF TRADE. O. JAMES, COMMITTEE OF THE MONTH. THOMAS L. GILLESPIE, -

CLEARED YESTERDAY.
Steamship Tonawanda, Jennings, Savannah, Philadelphia and Southern Mail Steamship Co.
Steamer W. Whilldin, Riggans, Baltimore, A. Groves, Jr.
Russ, barque Salmi, Eckholm, Cronstadt, S. L. Merchant & Co. & Co. Barque Agostina, Thom, Ivigtut, J. E. Bazley & Co. Schr Orralloo, Small, Boston, Lewis Audenried & Co. Schr Maryland, Green, Boston, Captain.

ARRIVED YESTERDAY.

Steamship Saxon, Sears, 45 hours from Boston, with moise, and passengers to Henry Winsor & Co. Off Fourteen Feat Bank, passed barque Bossie Harris, from Genoa; off Bombay Hook, schr Navita, from Londonderry, N. S.; at Quarantine, barque Zulma, brigs M. A. Berry, and Sullivan, before reported.

Steamship Brunette, Howe, 34 hours from New York, with indee, to John F. Ohl.
Steamship J. W. Everman, Sayder, 24 hours from New York, with indee, to John F. Ohl.
Steamer Diamond State, Cundiff, 13 hours from Baltimore, with indee, to A. Groves, Jr.
Steamer E. N. Fairchild, Trout, 24 hours from New York, with moise, to W. M. Baird & Co.
Steamer E. N. Fairchild, Trout, 24 hours from New York, with moise, to W. M. Baird & Co.
Steamer Consent, Norsan, 24 hours from New York, with moise, to W. M. Baird & Co.
Schr Win, Townsend, McNitt, 1 day from Frederica, Del., with grain to Jas. L. Bewley & Co.
Schr Four Sisters, Laws, 1 day from Smyrna, Del., with grain to Jas. L. Bewley & Co.
Schr Ariadne, Thomas, 1 day from Smyrna, Del., with grain to Jas. L. Bewley & Co.
Schr Clayton & Lowber, Jackson, 1 day from Smyrna, Del., with grain to Jas. L. Bewley & Co.
Schr H. L. Seed, ——, 1 day from Frederica, Del., with grain to Jas. L. Bewley & Co.
Schr Win, S. Mason, Lacoy, 2 days from Milton, Del., with grain to Ghristian & Co.
Schr Min, S. Mason, Lacoy, 2 days from Milton, Del., with grain to Christian & Co.
Schr Panie Masee, Young, from Fall River,
Schr Orralloo, Small, from New York. ARRIVED YESTERDAY.

Special Despatch to The Evening Telegraph.

HAVHE-DE-GRACE, July 17.—The following boats left here for Philadelphia this morning.—

K. M. Foresman, with lumber to Taylor & Betts. Prairie, with imber to D. B. Taylor & Son. George Craig, with lumber, for Wilmington. Hemewood, with lumber to Craig & Blanchard. Haltimore Co. 141, with pig fron to Morris, Wheeler&Co. Lydia Anna, with coal, for Elkton.

Correspondence of The Evening Telegraph
EANTON & McMAHON'S BULLETIN.
New Your Office, July 15.—Eight barges leave in tow
to hight for Ealtimere, light.
M. Hennessey, loaded, for Wilmington.
BALTIMORE BRANCH OFFICE, July 16.—The following
barges leave in tow to-night, eastward:
Rese Ann; P. Abbe; Jos. Lord; Harvest Moon; South
Penn; Alvin Clark; James Loughney; Wm. Porter; M. A.
Duffy; Arabian; Gen Butler; T. L. Moore; and M. A.
Wagner, all with coal, for New York.
L. S. C.

MEMORANDA. Steamship Aries, Wiley, hence, at Boston resterday. Steamer F. Franklin, Pierson, hence, at Baltimore 15th instant.
Brig Jusio A. Devereaux, Glark, for Philadelphia, sailed from Charleston 14th inst.
Brig Isabella, Bowman, for Philadelphia, cleared at New Nork yesterday.

Schre Nightingale, Brown, and W. W. Suite, McDevitt,
for Philadelphia, cleared at Baltimore lith inst.

Behr James Warren, Driske, hence, at Bost n 15th ins.

Schr Essex, Nickerson, for Philadelp is, cleared at
Portland lith inst.

Sobr A. J. Fabens, Bragg, bence, at Newburyport 14th stant, Schra Hickman, Small, from Boston for Philadelphia Schra Hickman, Small, from Boston for Fulacepini, fra Laffeinier, Coleman, do, tor do.; Success, Richarla, and Marrina Jane, Bearse, from Providence for Philaidphia: and Jane Pattersov, Brown, from Philaidphia for Boston, at New York 15th Inst.

Schr O. G. Brooks, Brooks, hence, at Providence 14th Inst. for Pawticket.

Schra O. F. Hawley, Davis, and Anna Sheppard, Bowdirel, for Philadelphia, sailed from Providence 14th Inst.

Schr John Cadwallader, Steolman, hence, at Salam 14th Inst.

Schr John Chdwallader, Steelman, hence, at Salem 14th instant.

Schr J. G. Babcock, Smith, hence, at Salem 14th inst.
Schra Trumpler, Chester, from Philadelphia for Nowport, and Jane C. Patterson, Scull, do, for Quincy Point,
passed Hell Cate 15th inst.
Schra A. E. Safford, Powell, and Robraim and Anna,
Greene, for Philadelphia, sailed from Salem 13th inst.
Schr Hattle Baker, Crowell, from Philadelphia for Boston, at Holmes' Hole 15th inst.
Schra Gustis Wilson, Floyd, hence for Hinghum; Wm.
Tice, Lice, and D. V. Streaker, Vangilder, benes for Boston, at Holmes' Hole 15th inst., and all sailed P. M.
Schra A. M. Aldridge, Fisher; Josso Williamson, Jr.,
Corson; W. W. Pharo, Jacksway; and Aid, Smith, hence
for Bosten, at Holmes' Hole A. M. 15th inst.

MISCELLANY,
Schr David E. Wolte, of Philadelphia, 122 tons register
built at Milton, Del., in 1858, has been pirchased by Capt
Freeman Crowell and others, of Providence, and parties
in Wairwick, R. I., for \$10,00 cash, She will hereafter
bail from Providence, under command of Capt. Crowell.

NOTICE TO MARINERS.

The Russian Government has given notice that during the time there is compact ice in the Gulf of Riga, the following signals will be made from the Lyser Ort Lighthouse:

By day—A black ball will be hoisted on the flagstaff on
the gallery. By night—In place of the fixed white light a
red light will be exhibited.

#### SPECIAL NOTICES.

FOR THE SUMMER. TO PREVENT sunburn and all discolorations and irritations of the skin, bites of mosquitoes or other in-sets, use Wrigat's Alconated Glycerine Tablet. It is deliciously fragrant, transparent, and has no equal as a totlet scan. For sale by drugglest generally. R. & G. A. WRIGHT, No. 44 CHESNUT Street.

U. S. OFFICE OF ARTIFICIAL LIMBS. Congress for purchasing
Congress for purchasing
ARTIFILIAL LIMBS FOR OFFICERS
of the United States Army and Navy mutilated in the
sarvice, application may now be made, in person or by
letter, by officers entitled to the buesit of the act, and

who desire the best Artificial Limbs, to

Dr. B. FRANK PALMER, Surgeon Artist,
No. 109 CHESNUT Street, Philadelphia,
No. 678 BROADWAY, New York,
No. 81 GREEN Street, Boston,
5 126 Offices for Supplying Army and Navy Officers. JAMESM. SCOVEL.

LAWYER,
CAMDEN, N. J.

Collections made everywhere in New Jersey. 612491

FOR REPRESENTATIVE FOURTEENTH DISTRICT.

R. KNOX MILLER. 7 14 12t

DR. F. R. THOMAS, THE LATE OPErater of the Colton Dental Association, is now the only one in Philadelphia who devotes his entire time and practice to extracting teeth, absolutely without pain, by fresh nitrous oxide gas. Office, 1627 WALNUT St. 1265 VERY SUPERIOR OOLONG TEAS (Black) in 5, 10, and 15 pound Handsome Caddies, at wholesale prices.

FAIRTHORNE & CO., No. 205 N. NINTH and 1 20 stuther No. 1095 MARKET Street ELLIS' IRON BITTERS. - "HAVING

be used your Iron Bitters in my practice, I can testify to its superior tonic properties for invigorating the appetite and promoting digestion. I can unbesitatingly recommend it in cases of general debility and dyspepsia, and in conditions of the system requiring the use of a ferraginous tonic. Its agreeable flavor must recommend it to all. Yours, respectfully, Chas. S. Gaunt, M. D., Professor in the Philadelphia University of Medicine and Surgery." [24 to the 5] Surgery." [24tuthfs]
For sale by JOHNSTON, HOLLOWAY & COWDEN,
No. 802 ARCH Street, and by Druggists generally

"A PENNY SAVED IS EQUAL TO TWO Earned."—The time to save money is when you earn it, and the way to save it is by depositing a portion of it weekly in the old FRANKLIN SAVING FUND, No. 133 S. FOURTH Street, below Chesnut. Money in large or small amounts received, and five per cent. interest allowed. Copen daily from \$ to 3, and on Monday evenines from 7 to 9 c clock.

CYRUS CADWALLADER, 16

NOTICE.—APPLICATION WILL BE made to the Highway Department for a contract to pave Penn street, between Orthodox street and Arrot street, in the Twenty-third ward, All persons interested will be in attendance on July 19, at 12 o clock, noon, at the office of the Highway Department, FIFTH Street, below Chernut, Philadelphia, The following persons have signed a contract for the same—Edward G. Lee, Thomas D. Webster, Charles Comly, Jr., William Keas, Harry T. Garsed, H. Rowland, Jr., John Shalleross, Julin Cocker, Thomas Caster, Joseph Shock, Benjamin Hoopes Jacob Smedley, William Frederick, James England, John Roberts, Wilson Milnor, William H. Hobson, Gontractors, Temperature of the McManus & O'ROARK, Te tuthset\* NOTICE .- APPLICATION WILL BE

IM PORTANT NOTICE The UNION AND TITUSVILLE RAILROAD COMPANY, a corporation of the State of Pennsylvania,
and located in the counties of Erie and Crawford,
having executed and delivered to us, as Trustees of the Bendholders, a mortgage of said road and
its franchises, dated the 15th day of June, 1857, and having issued and disposed of say \$60,000 of its bonds secured
by said mertgage, and over a majority in interest of the
Bendholders having, by writing, requested us to proceed
upon and under said mortgage to sell the said Road, its
real estate and personal, and its corporate rights, franchism
and privileges, and full and satisfactory evidence having
been given to us that the interest on said bonds has been
duly demanded, and that the said company has been and
is in default in the psyment of said interest for more than
three months after said demand.

New, therefore, public notice is given, that we will sell

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